

# **LYNCHBURG REGIONAL AIRPORT**

## **COMMISSION MEMBER UPDATE**

Tuesday, November 17, 2009

### REPORT

#### **LYH AIRLINE PASSENGER TRAFFIC GROWTH CONTINUES**

Airline passenger traffic at Lynchburg Regional Airport continued to surge in October, with total passengers up by 26 percent compared to the same month last year. More significant, year-to-date total passengers are up some 68 percent from January through October 2009 compared to the same period last year. In all, the airport has handled 143,617 passengers so far this year, a figure that exceeds the total number of passengers recorded for all of 2008 by some 32 percent. At this point we are projecting a total passenger count of approximately 175,000 for 2009 which, if realized, will represent our highest passenger count in ten years, and just 21,000 fewer than the airport's all-time high.

#### **SCASDP ONE-YEAR GRANT EXTENSION IN PLACE**

Now that the U.S. Department of Transportation (DOT) has granted our request for a one-year extension to our current Small Community Air Service Development Program (SCASDP) grant that was slated to expire September 5 of this year, airport staff are continuing to work with prospective airlines for new air service under the grant program. While the grant extension is only through September 5 of next year, I continue to be hopeful that our strong passenger traffic results and improving economic climate will bring us new service to a northern connecting hub airport in the coming year. I will provide more details on these efforts at next Monday's Commission meeting.

#### **NEW ARFF BUILDING CONSTRUCTION ON SCHEDULE**

Work on the airport's new Aircraft Rescue and Fire Fighting (ARFF) building continues on schedule. The foundation has been poured, and the placement of concrete block is proceeding on the second floor of the building. The goal is to get the building under roof as soon as possible to avoid weather-related delays once winter sets in.

#### **ROADS IN VICINITY OF PASSENGER TERMINAL REQUIRED TO BE NAMED, SIGNED**

Due to the addition of a third building (the ARFF station) along the roadway in front of the passenger terminal, I have been notified by Campbell County that this road, along with the intersecting road that connects with Airport Road, are now required to be named and signed. As a result, the official address for the terminal building will change as well. I have included a discussion of the process for naming the road and submitting the application for county approval on the agenda for next Monday's meeting.

#### **NEW TERMINAL ROADWAY SIGNAGE INSTALLED**

You will notice that a complete replacement of the passenger terminal signage along the terminal roadway has been undertaken, made necessary due to general wear and tear

associated with the old signs having been in service for the last 17 years. We were fortunate in that the original sign maker, McBride Sign Company, still had on file all of the design specifications and colors so as to match the original, custom-designed signs exactly.

## **WORLD WAR II AIRCRAFT ON DISPLAY AT LYH**

The Collings Foundation's *Wings of Freedom Tour* featuring World War II vintage military aircraft came to Lynchburg Regional Airport for public display October 28-30, 2009. The static display of these aircraft on the south ramp beside the general aviation terminal was an ideal location, and were very well received by the many veterans, family members and others interested in these beautifully restored aircraft. This is the third time that the tour has come to Lynchburg Regional Airport in recent years, and I would like to thank Jim Lampman of Virginia Aviation for his help in scheduling the visit.

## **AIRPORT GENERATED TAX REVENUE TO CAMPBELL COUNTY DETERMINED**

In cooperation with Campbell County Commissioner of Revenue Calvin Massie, the airport has been able to determine the approximate amount of tax revenue Campbell County receives from the customers, tenants and businesses located at Lynchburg Regional Airport. From all sources, the total tax revenue for this year is projected to be approximately \$322,081. The breakdown by source is as follows:

• Business License	\$22,297
• Personal Property	
Business Eqpt.	\$2,709
Based Aircraft	\$151,297
• Leasehold Tax	\$2,914
• Rental Car Sales Tax	<u>\$142,863</u>
<b>TOTAL</b>	<b><u>\$322,081</u></b>

## **ITEMS FOR THE AGENDA**

In addition to updates on various projects and activities at the airport, I have included a report on the airport's FY 2010 capital plan and a discussion of federal and state funding issues for the current year. I have also included a report on the outcome of the November City Council Work Session where the implementation plan for an independent airport authority was presented, along with an update on the preliminary work of the Air Show Exploratory Committee. If you have any questions or comments about the upcoming Commission meeting, feel free to call me on at (434) 455-6089.

Respectfully yours,

*Mark F. Courtney*

Mark F. Courtney, A.A.E.  
Airport Director

# **LYNCHBURG REGIONAL AIRPORT COMMISSION**

**Monday, November 23, 2009**

**4:00 p.m.**

## **AGENDA FOR THE COMMISSION**

1. Call to Order

### **CONSENT AGENDA**

2. August 31, 2009 Commission Meeting Minutes
3. Lynchburg Regional Airport November 2009 Air Service Update
4. October 2009 Passenger Traffic Report

**Consent Agenda Recommended Action:** Receive and File

### **REGULAR AGENDA**

5. Report of the Airport Director
  - A. An update on airline passenger activity and traffic results for the year
  - B. A report with regards to the airport's request to the U.S. Department of Transportation to extend the airport's Small Community Air Service Development Program (SCASDP) grant for one year, and most recent efforts to secure service to a northern connecting hub city
  - C. An update on the status of the airport's Master Plan Update and construction of a new Aircraft Rescue and Fire Fighting (ARFF) building
  - D. A report regarding the airport's FY 2010 airport capital improvement plan, and outcome of a recent meeting with FAA Airports District Office and Virginia Department of Aviation officials concerning development of the northern general aviation master plan site (Liberty University)
  - E. A report and discussion concerning a Campbell County regulation that requires the airport to establish road names and erect signs for certain roads serving the airline passenger terminal
6. A report and discussion by the airport director and city manager regarding the outcome of the November 2009 City Council work session regarding the airport's implementation plan for the formation of an independent airport authority
7. An update by the chairman of the Air Show Committee, Jones Stanley, on the status of preliminary efforts and feasibility of Lynchburg Regional Airport hosting an air show in 2012.
8. Miscellaneous business
  - A. Inquiries and/or comments by Commission Members
10. Reports of airport businesses
11. Hearings of citizens upon Commission matters
12. Adjournment

**MINUTES OF**  
**THE**  
**LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING**

**August 31, 2009**

**4:00 p.m.**

**PRESENT:**

David Laurrell  
Stewart Hobbs  
Darren Gale  
Don Banker  
David Young  
Kimball Payne  
Jones Stanley  
Janice Crawford

**ABSENT:**

Billy Giles

**STAFF PRESENT:**

Mark Courtney, Airport Director  
Rick Stein, Deputy Airport Director  
Wes Campbell, Airport Finance Director

**(1) CALL TO ORDER:**

Mr. Don Banker, Chairman, called the meeting to order at 4:00 p.m.

**(2) APPROVAL OF AUGUST 31, 2009 CONSENT AGENDA**

Mr. Banker confirmed that everyone had received the items from the consent agenda; the June 8, 2009 Commission Meeting Minutes, the August 2009 Air Service Update and the July 2009 Passenger Traffic Report and asked if there were any questions or comments regarding the consent agenda items.

There being no questions or comments, Mr. Banker asked for a motion to receive and file. The motion was made, seconded and unanimously accepted by all.

**(3) REPORT OF THE AIRPORT DIRECTOR**

**A. A presentation regarding the airport's current air service levels, airline passenger traffic trends and impact on airport revenues**

Mr. Courtney gave an overview of the air service performance for the past year. He reminded those present that he had sent out a News Release reporting our February 2009 numbers. He commented that we reached a peak in July and we now have a full year-to-year comparison of our traffic numbers. He

said all of our improvements and increases in traffic are a result of the competitive fare situation that we have now, which will hopefully continue. Mr. Courtney explained the airline industry is continuing to decrease domestic seat capacity; he pointed out that the September airline schedule in terms of domestic seat capacity nationwide will have the lowest number of seats domestically that the industry has had since 1984.

Mr. Courtney explained that in the summer of 2008, peaking in June of 2008, Lynchburg had the dubious honor of having the fourth highest fare in the country. However, around July 28<sup>th</sup> of last year, there was a big improvement in our fares, the result of the transition to a Richmond style fare structure that is based on low-fare carrier presence by Air Tran and Jet Blue. As a result not only did we see our fares go below Roanoke but we have since hit some low thresholds, well below Roanoke. Consequently, we have been able to keep our load factor up as well as the percentage of seats filled. As a result of the low fares, US Airways added a fifth flight to Charlotte back in February, Delta added a third flight in April 2009 which increased daily departures by a third and departure seats by 27%. However, Mr. Courtney stated that US Airways will be going to a winter schedule starting in November and will cut back to four flights per day but will schedule more 50 seat aircraft, so the impact on the number of seats will not be that great. There followed a general discussion.

**B. A report with regards to the upcoming expiration of the airport's Small Community Air Service Development Program (SCASDP) grant**

Mr. Courtney said that he was very pleased and also very surprised to report that the Department of Transportation (DOT) approved an extension for our Small Community Air Service Development (SCASDP) grant for another year. There followed a brief discussion.

**C. An update on the status of the airport's Master Plan Update, construction of a new Aircraft Rescue and Fire Fighting (ARFF) building and purchase of a new ARFF truck**

Mr. Courtney said that he had spoken with Mr. Jeff Breeden, the planner at the Airports District Office at the FAA, when he was at the Virginia Aviation Conference and reported that Mr. Breeden is very confident that we should have FAA approval of the Master Plan Update by the end of the year. Additionally, Mr. Breeden did not see any roadblocks regarding the approval of our Airport Layout Plan (ALP) or our Capital Plan. Mr. Courtney reported that the notice-to-proceed for the new Aircraft Rescue and Fire Fighting (ARFF) building was issued a week ago. There followed a general discussion.

Mr. Courtney announced that we had taken possession of the new ARFF truck. The new truck is being broken in, and the other truck is still operational. He reminded the group that the new truck is too wide to fit in the current ARFF building, which is one of the reasons new ARFF building was needed. A brief discussion followed.

Mr. Courtney stated that at the Virginia Aviation Conference the amount in the Commonwealth Airport Fund was announced. (This fund is supported through the motor vehicles fuels tax which goes into a Transportation Trust Fund. 2.4% of the trust fund is allocated to the Commonwealth Airport Fund.) Mr. Courtney pointed out that Lynchburg was originally scheduled to receive \$189,295; however, due to reduced revenues going into the trust fund, and the forecasted revenues being even lower, the amount we are expected to receive has been revised to \$120,000. Mr. Courtney handed out a chart with the amounts of money Lynchburg Regional Airport has received since 1992. He explained that the larger airports are capped at \$2 million. Hence, in good years the smaller cities share a larger amount but in the bad years the large airports take their \$2 million and there is a smaller amount left over. Mr. Courtney further explained that this is especially disappointing because State Entitlement funds are very flexible in their use and eligibility. There followed a detailed discussion.

**(4) AIRPORT STAFF REPORTS**

**A. A report by the deputy airport director with regards to FAA mandates or new airfield markings and other efforts aimed at reducing the potential for runway incursions**

Mr. Rick Stein gave a report on the enhanced center line markings and the painted on hold signs project, which was recently completed. The FAA required this in order to decrease runway incursions. There followed a general discussion.

**(5) Review and discussion regarding the implementation plan that was distributed at the June 8, 2009 Commission meeting for the transition of Lynchburg Regional Airport from City ownership to an independent airport authority**

Mr. Courtney stated that becoming an independent airport authority has been a priority and top goal for the airport for the last ten-plus years. He recognized Mr. Kim Payne and Mr. David Laurell as part of the Airport Authority Advisory Committee for their help and assistance in getting us through the legislative step in the process that resulted in the passage of the Region 2000 Airport Authority Act in 2007, and was approved by the Governor in April 2007. Mr. Courtney explained that although moving forward with the next phase of becoming an independent authority had been put on hold for a while due to the effects of the economy, he would like to get the process back on track again. He reminded the group that at the April 2009 meeting the Chairman requested that staff put together a schedule which would coincide with either the elimination of the deficit or the airport becoming self sufficient or very close to self sufficient. Based on these criteria, the target date would be July 1, 2011; however, Mr. Courtney suggested that the timeline could be moved up.

Mr. Courtney stated that in the past year he had made detailed presentations to all of the surrounding counties as well as to several civic organizations and to the Lynchburg Chamber regarding the status and current environment at Lynchburg Regional Airport. Mr. Courtney pointed out that Bedford County had the most questions regarding their part in the formation of an airport authority, and seemed somewhat apprehensive about joining an airport authority because it appeared that they did not want to offend Roanoke Regional Airport. Mr. Courtney stated that in general the presentations were well received and appreciated. Mr. Courtney suggested that Commission provide recommendation as to how to proceed from this point. There proceeded a general discussion from the Commission members.

Mr. Courtney expressed the desire to have data relevant to the economic impact on the individual counties to help support our proposal. He explained that the State undertakes an Economic Impact Study for all of the airports in the state about every seven or eight years and are in the process of selecting the final consultant for this project. The project should be completed in about a year after being kicked off, hopefully next month. Mr. Courtney said that he will contract with the selected state consultant separately to include data regarding the impact on surrounding counties, and hopefully have ours done sooner rather than later. There followed a general discussion if this issue.

Mr. Darren Gale asked what exactly the Commission needed to do now. Mr. Courtney said the Commission really did not have to do anything because they went on record several years ago with a formal vote approving and recommending to City Council that the airport go forward with an independent authority. There ensued additional discussion.

Mr. Darren Gale suggested that the Commission make a motion to accept the July 2011 target date and corresponding time line. Mr. Kim Payne expressed concern about the time table because the City was preparing to enter into an extremely challenging budget process which would require everyone's focus.

Mr. Banker suggested that the Commission acknowledge that we have a strategic [implementation] plan which we will be moving forward with, and which will be reviewed on a monthly basis. Mr. Payne asked if Mr. Courtney wanted to be on the agenda in October to brief City Council. Mr. Courtney and Mr. Banker agreed that two of them would go to the October Council meeting.

**(6) Commission discussion concerning the feasibility and possible timing of an air show at Lynchburg Regional Airport at some point in the future**

Mr. Banker informed the group that in June 2009 he had received a letter from Mr. Jim Lampman regarding the possibility of an air show at Lynchburg Regional Airport, which Mr. Banker had shared with both Mr. Courtney and Mr. Payne. Mr. Banker opened the floor up for discussion. Mr. Stewart Hobbs observed that air shows were extremely time-consuming for everyone involved and extremely expensive. There ensued a discussion regarding the cost and how funds were raised for the 1982 Lynchburg air show and if and how they could be raised privately. The 1982 air show was discussed at length.

Mr. Courtney discussed the aerobatic sterile area and the Wards Road corridor and the amount of space needed to host the Blue Angels. He pointed out that according to articles written about Lynchburg's previous air show, the biggest problem and the source of most criticism was parking, and that this would have to be the first issue to be resolved. Mr. Jones Stanley discussed the advantages of having the Blue Angels and commented we should not let the other issues hold us back. There followed a discussion.

Mr. Courtney discussed what Hampton Roads had done to accomplish their open house. He suggested that it may be possible to turn the idea of an open house over to the FBOs, who could get together and focus on aircraft sales and flight lessons, with perhaps the State Police participating as well. Mr. Courtney suggested keeping the program modest to limit attendance resulting in more manageable crowds that we could better handle as far as parking. This was briefly discussed.

Mr. Banker suggested that a committee be formed to pursue the air show. Mr. Stanley said he would be glad to be on the committee. Mr. John Barksdale said he had just witnessed the execution of an air show at Fort Collins Airport in Colorado, which is a community much like Lynchburg, with perhaps a slightly larger population. He confirmed that Mr. Courtney was right on target with the parking issues. The Fort Collins air show featured the Blue Angels and 100,000 people showed up; consequently, traffic was backed up on Interstate 25 almost to Denver. Mr. Barksdale emphasized that parking is a huge issue especially with an attraction like the Blue Angels. He estimated that in a community our size we should expect about 50,000 people to attend each day. There followed additional discussion.

Mr. Banker commented that this was a good starting point and urged that we get a committee working right away to gain some momentum. After some discussion, it was decided that Mr. Stanley and Mr. Courtney would come up with a list of names of people to serve on a steering committee. Mr. Payne and Mr. Stanley agreed that it would take at least two years to make the air show happen, and it was the consensus of the members that 2012 should be the target.-

Mr. Stanley was asked to chair the committee, with Mr. Courtney agreeing that airport staff would serve on the committee as necessary. Mr. Dave Young also volunteered to serve on the committee. There followed additional discussion.

**(7) MISCELLANEOUS BUSINESS**

**A. Inquiries and/or comments by Commission Members**

Mr. Banker asked if there were any other inquiries and/or comments by Commission Members. There were none.

Mr. David Laurell asked Mr. Courtney to be sure to include time in the Master plan Update to make a presentation to the Board of Supervisors for a Special Use permit. There followed a brief discussion.

**(8) REPORTS OF AIRPORT BUSINESSES**

Mr. Banker asked if there were any reports of airport business.

Mr. Nowlin made an inquiry regarding airline yields, and Mr. Courtney offered to provide the most recent data on hand for the first quarter 2009 that is obtained through a third party subscription the Department of Transportation database.

A question was raised about the overgrowth of weeds and problems with erosion control behind the new Falwell hangar. Mr. Courtney responded that the because of shortage of personnel due to freezes on overtime and hiring, grounds staff is short-handed; however, these tasks are on the action item list and will be completed.

Mr. Stanley complimented Mr. Courtney on the painting that had been done around the airport and the improved appearance. Mr. Courtney pointed out that all the signage at the passenger terminal building had been replaced as well.

Mr. Dave Young reported that LU and the FBOs had met and reached an agreement with Roanoke Approach Control for practice areas, access, aggress which will increase safety considerably. It was noted that LU has eight practice areas.

Mr. Courtney announced that the Lynchburg Convention and Visitors Bureau informed him that Lynchburg was going to be featured in US Airways Magazine in the November issue.

Mr. Jim Lampman reported that Campbell County had put out an RFP for an FBO in Brookneal and asked Mr. Laurell how many responses had been received. Mr. Laurell responded that he did not know.

**(9) HEARINGS OF CITIZENS UPON COMMISSION MATTERS**

Mr. Banker asked if there were any questions or comments from the citizens present. There were no questions or comments.

**(10) ADJOURNMENT**

There being no further business, the meeting was adjourned.



# Lynchburg Regional Airport Commission

**Effective November 2009**

**AIR SERVICE UPDATE**

**Summary** The number of daily departure seats is 337 and the daily departure frequency is 7.

<b>Carrier Profile</b>	<u>Airline</u>	<u>Destination</u>	<u>Departures</u>	<u>Seats</u>	<u>Equipment</u>
	Delta Connection	Atlanta	3	150	CRJ
	US Airways	Charlotte	<u>4</u>	<u>187</u>	DH3 / DH8
<b>AIRPORT TOTAL:</b>			<b>8</b>	<b>337</b>	

**Delta Connection** No changes to report.

**US Airways** Effect November 2, decreased number of flights from 5 to 4 daily; however, equipment upgrade to two DH8-300s resulted in net loss of only 24 seats.

<b>Destinations Served</b>	<u>Non-Stop</u>	<u>Departures</u>	<u>Total</u>
Atlanta		3	3
Charlotte		<u>4</u>	<u>4</u>
		7	7

<b>Aircraft Types</b>	<u>Aircraft</u>	<u>No. of Departures/Day</u>
	DH8 Dash 8	2
	DH3 Dash 8-300	2
	CRJ Bombardier CRJ200	3

# LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR OCTOBER 2009

## AIR TRAFFIC REPORT

	MONTH			YR TO DATE TOTALS		PERCENTAGE CHANGES		
	Oct-09	Sep-09	Oct-08	2009	2008	Oct-09 Sep-09	Oct-09 Oct-08	09 YTD 08 YTD
ENPLANED PASSENGERS	7,986	7,447	6,418	72,374	43,044	7.2%	24.4%	68.1%
DEPLANED PASSENGERS	7,889	7,187	6,157	71,243	42,685	9.8%	28.1%	66.9%
TOTAL PASSENGERS	15,875	14,634	12,575	143,617	85,729	8.5%	26.2%	67.5%
AIRCRAFT OPERATIONS (Landings and Takeoffs)								
Air Carrier	528	472	508	4,667	5,138	11.9%	3.9%	-9.2%
General Aviation	6,322	6,928	7,539	61,709	50,390	-8.7%	-16.1%	22.5%
Military	152	157	123	1,537	1,039	-3.2%	23.6%	47.9%
Total	7,002	7,557	8,170	67,913	56,567	-7.3%	-14.3%	20.1%

## AIR TRAFFIC REPORT

	MONTH			YEAR TO DATE TOTALS		CHANGES		
	Oct-09	Sep-09	Oct-08	2009	2008	Oct-09 Sep-09	Oct-09 Oct-08	09 YTD 08 YTD
NUMBER OF DAILY SCHEDULED FLIGHTS								
US Airways Express - Piedmont	4	5	4			-20.0%	0.0%	
US Airways Express - PSA	0	0	0					
ACA - United Express	0	0	0					
ASA - Delta Connection	3	3	2			0.0%	50.0%	
Allegheny	0	0	0					
Shuttle America	0	0	0					
Air Midwest	0	0	0					
Total	7	8	6			-12.5%	16.7%	
NUMBER OF ACTUAL FLIGHTS								
US Airways Express - Piedmont	147	143	115	1,375	1,139	2.8%	27.8%	20.7%
US Airways Express - PSA	0	0	0	-	-			
ACA - United Express	0	0	0	-	-			
ASA - Delta Connection	79	74	49	724	516	6.8%	61.2%	40.3%
Allegheny	0	0	0	-	-			
Shuttle America	0	0	0	-	-			
Air Midwest	0	0	0	-	-			
Total	226	217	164	2,099	1,655	4.1%	37.8%	26.8%
NUMBER OF CANCELLED FLIGHTS								
US Airways Express - Piedmont	1	0	2	30	33	1	-1	-3
US Airways Express - PSA	0	0	0	-	-	0	0	0
ACA - United Express	0	0	0	-	-	0	0	0
ASA - Delta Connection	1	2	0	13	13	-1	1	0
Allegheny	0	0	0	-	-	0	0	0
Shuttle America	0	0	0	-	-	0	0	0
Air Midwest	0	0	0	-	-	0	0	0
Total	2	2	2	43	46	0	0	-3

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR OCTOBER 2009

AIR TRAFFIC REPORT

Revenue Passengers Only	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
	Oct-09	Sep-09	Oct-08	2009	2008	Oct-09 Sep-09	Oct-09 Oct-08	09 YTD	Oct-09	Sep-09	Oct-08
ENPLANED PASSENGERS											
USAirways Express - Piedmont	4,593	4,349	4,238	43,048	26,047	5.6%	8.4%	65.3%	57.5%	58.4%	66.0%
USAirways Express - PSA	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ACA - United Express	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ASA - Delta Connection	3,393	3,098	2,180	29,326	16,997	9.5%	55.6%	72.5%	42.5%	41.6%	34.0%
Allegheny	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shuttle America	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Midwest	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Charter	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	7,986	7,447	6,418	72,374	43,044	7.2%	24.4%	68.1%	100.0%	100.0%	100.0%
DEPLANED PASSENGERS											
USAirways Express - Piedmont	4,575	4,249	4,000	42,846	25,541	7.7%	14.4%	67.8%	58.0%	59.1%	65.0%
USAirways Express - PSA	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ACA - United Express	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ASA - Delta Connection	3,314	2,938	2,157	28,397	17,144	12.8%	53.6%	65.6%	42.0%	40.9%	35.0%
Allegheny	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shuttle America	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Midwest	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Colgan Air	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Charter	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	7,889	7,187	6,157	71,243	42,685	9.8%	28.1%	66.9%	100.0%	100.0%	100.0%
TOTAL PASSENGERS											
USAirways Express - Piedmont	9,168	8,598	8,238	85,894	51,588	6.6%	11.3%	66.5%	57.8%	58.8%	65.5%
USAirways Express - PSA	-	-	-			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ACA - United Express	-	-	-			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ASA - Delta Connection	6,707	6,036	4,337	57,723	34,141	11.1%	54.6%	69.1%	42.2%	41.2%	34.5%
Allegheny	-	-	-			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shuttle America	-	-	-			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Midwest	-	-	-			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Colgan Air	0	-	-			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Charter	-	-	-			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	15,875	14,634	12,575	143,617	85,729	8.5%	26.2%	67.5%	100.0%	100.0%	100.0%

AIR TRAFFIC REPORT

NON-REVENUE PASSENGERS ONLY

ENPLANED NON-REVENUE PASSENGERS	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
	Oct-09	Sep-09	Oct-08	2009	2008	Oct-09 Sep-09	Oct-09 Oct-08	09 YTD	Oct-09	Sep-09	Oct-08
USAirways Express - Piedmont	123	117	115	1,232	1,620	5.1%	7.0%	-24.0%	56.4%	57.9%	68.0%
USAirways Express - PSA	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ACA - United Express	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ASA - Delta Connection	95	85	54	864	755	11.8%	75.9%	14.4%	43.6%	42.1%	32.0%
Allegheny	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shuttle America	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Midwest	0	0	0			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	218	202	169	2,096	2,375	7.9%	29.0%	-11.7%	100.0%	100.0%	100.0%

# LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR OCTOBER 2009

## AIR TRAFFIC REPORT NON-REVENUE PASSENGERS ONLY

	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
	Oct-09	Sep-09	Oct-08	2009	2008		Oct-09 Sep-09	Oct-09 Oct-08	09 YTD 08 YTD	Oct-09	Sep-09	Oct-08
DEPLANED NON-REVENUE PASSENGERS												
USAirways Express - Piedmont	114	123	105	1,146	1,547		-7.3%	8.6%	-25.9%	55.3%	56.7%	66.9%
USAirways Express - PSA	0	0	0							0.0%	0.0%	0.0%
ACA - United Express	0	0	0							0.0%	0.0%	0.0%
ASA - Delta Connection	92	94	52	778	631		-2.1%	76.9%	23.3%	44.7%	43.3%	33.1%
Allegheny	0	0	0							0.0%	0.0%	0.0%
Shuttle America	0	0	0							0.0%	0.0%	0.0%
Air Midwest	0	0	0							0.0%	0.0%	0.0%
Total	206	217	157	1,924	2,178		-5.1%	31.2%	-11.7%	100.0%	100.0%	100.0%
TOTAL NON-REVENUE PASSENGERS												
USAirways Express - Piedmont	237	240	220	2,378	3,167		-1.3%	7.7%	-24.9%	55.9%	57.3%	67.5%
USAirways Express - PSA	-	-	-							0.0%	0.0%	0.0%
ACA - United Express	-	-	-							0.0%	0.0%	0.0%
ASA - Delta Connection	187	179	106	1,642	1,386		4.5%	76.4%	18.5%	44.1%	42.7%	32.5%
Allegheny	-	-	-							0.0%	0.0%	0.0%
Shuttle America	-	-	-							0.0%	0.0%	0.0%
Air Midwest	-	-	-							0.0%	0.0%	0.0%
Total	424	419	326	4,020	4,553		1.2%	30.1%	-11.7%	100.0%	100.0%	100.0%